

## REMARKS

In the aforenoted Office communication, claims 14-17 were rejected under Section 103 with claim 17 also being rejected under Section 112. Each of claims 14-17 has been canceled herein rendering these rejections moot. Claims 27-31 were objected to as being dependent upon a rejected base claim. Accordingly, claim 27, upon which claims 28-31 are dependent, has been canceled and rewritten as new independent claim 32. Claims 28 and 29 have been amended to depend from new claim 32 so that each of claims 32 and 28-31 are now felt to be in allowable form.

New claims 33-37 have been added, which are directed to a variation of the present invention, which is also felt to be patentably distinct from the prior art.

As it is believed the examiner noted, the primary prior art references relied upon in the rejection of the claims in the application are the patents to Kim and Hurst '250. While the abstract for the Kim reference is not completely clear, it is believed the vehicle wash system disclosed therein has sensors for measuring the height and width of a vehicle and motors for moving spray nozzles either up and down or to the left or right depending upon the size of the vehicle. It is not believed, however, that an adjustment is made in the positioning of the nozzles or the number of nozzles utilized as the gantry is moved along the length of the vehicle. Similarly, in the Hurst patent, the car wash apparatus is of the type having a spray carriage that moves around the vehicle and utilizes different nozzles at the front and rear of the vehicle than it does along the side of the vehicle. The number of nozzles and consequently the pressure of fluid directed at the vehicle does not change as the carriage moves along the side of the vehicle, however, but only changes at the ends of the vehicle.

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It is felt the claims initially indicated by the examiner as being allowable, namely claims 27-31, were distinct from the prior art references in that the pressure from the nozzles in applicant's apparatus changed between the third and fourth positions of the gantry which positions were between the front and rear of the vehicle and this concept was not shown or suggested in the prior art. Similarly, in the present invention, not only does the fluid pressure change between the third and fourth positions of the gantry, but also the nozzles utilized through which the cleaning solution is sprayed onto the vehicle. New claims 33-37 are directed to this feature of the present invention which emphasizes the fact that the number of nozzles is varied between the third and fourth positions which of course is not shown in the prior art and accordingly claims 33-37 are felt to be patentably distinct from the prior art.

There having been no other objections or rejections of the application, it is felt it is now in condition for allowance and such action is courteously requested.

Dated this 20th day of August 2004.

Respectfully submitted,

  
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